

Newton

Traffic Park

**Design Overview and
Proposal
April 2015**

Newton Traffic Park Overview

Bike Newton proposes the **Newton Traffic Park** (NTP), a 11,250 square foot **miniature streetscape** in a Newton public space for the purpose of expanding **bicycle and pedestrian education** and recreation for all interested citizens of Newton.

Newton Traffic Park Goals

- ① To prepare Newton children for safe use of crosswalks and roadways (by offering pedestrian/cycling clinics)
- ② To enhance underutilized public parkland (by promoting a fun and novel physical education opportunity)
- ③ To provide a centrally-located space dedicated to safety training (by and for police, schools, and advocacy groups)

Existing Traffic Parks

- Netherlands
Verkeerspark



- Australia
Heffron Pedal Park

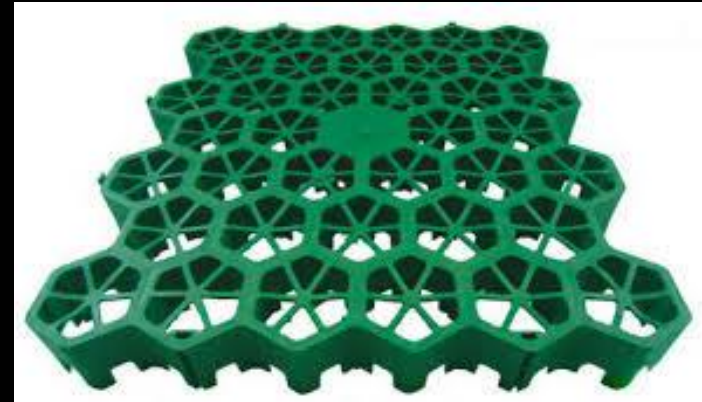


Example of a Traffic Park in the United States: Western Springs, Illinois



Temporary Cellular Grass Pavers to Support Wheeled Vehicles

- **Grassroad** (PVC plastic segments) is pressed into existing lawn



- Provides **colorized surface** for bicycle riding on existing lawn

Temporary Grassroad Looks Like Grass, While Providing the Support of Pavement

- Grassroad installed in an existing lawn **looks like regular grass** . . .



- . . . but supports and is **undamaged by vehicular traffic.**

Grassroad Maintenance

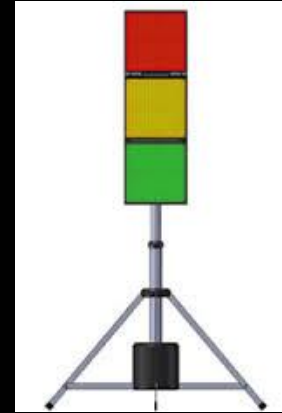
- Grass growing in and around installed cellular pavers can be **mowed**, **fertilized**, and **watered** in the same manner as the surrounding area



- **Lawnmowers** can drive on and over grassroad

Portable, Temporary Traffic Controls

- Ultra-portable **traffic lights** (to simulate complex intersections)



- Flexible base **stop signs** (to simulate traffic controls)

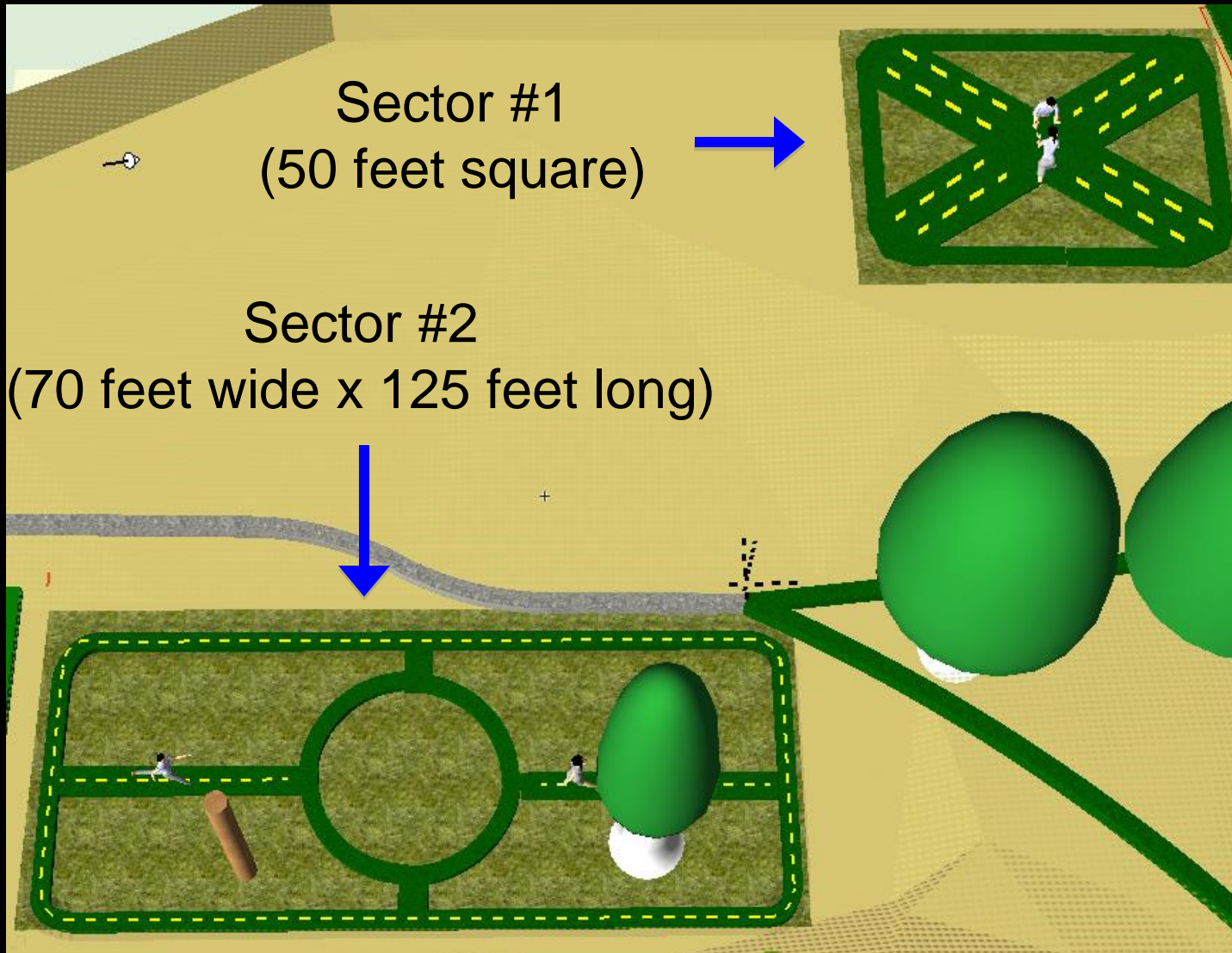
- Temporary devices are present only when in use (**stored offsite**)



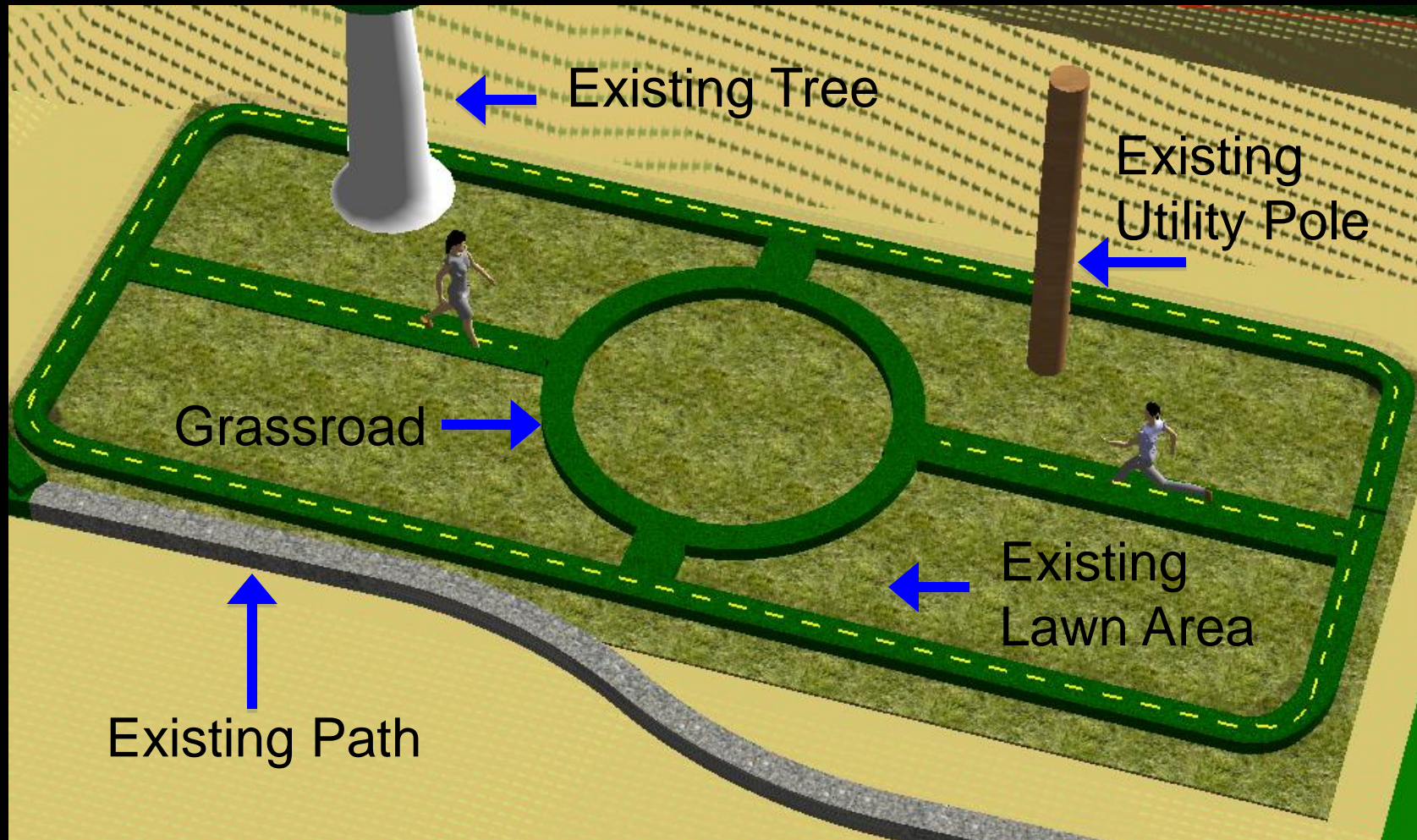
Proposed Traffic Park Installation: Two Sectors in Newton Parkland



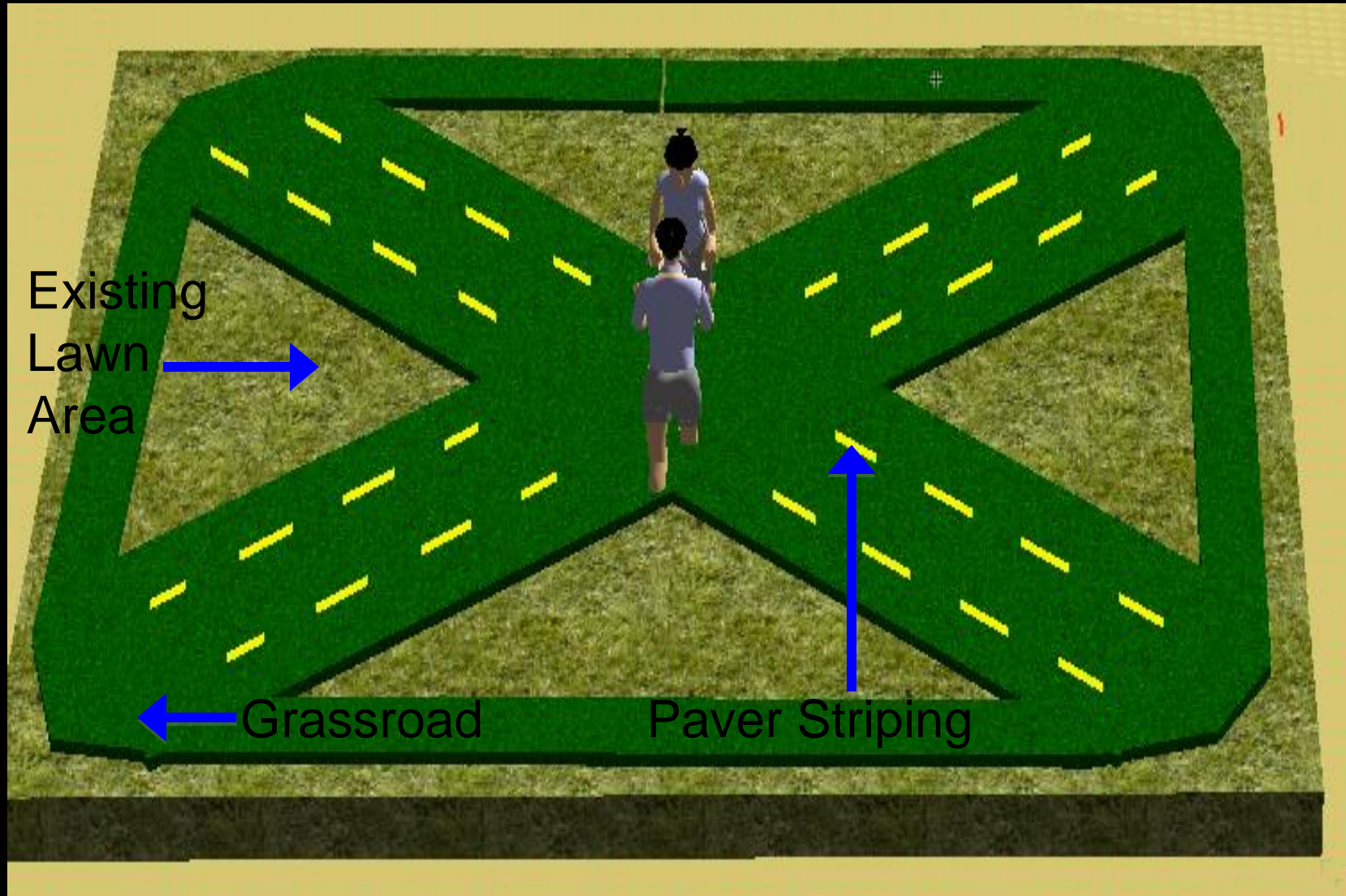
Proposed Newton Traffic Park: Two Sectors



Sector #1: A Traffic Circle



Sector #2: A Complex Intersection



Next Steps

- Invite P & R Commissioners to **suggest possible locations** for the proposed Newton Traffic Park
- Request P & R permission to proceed with installation of the first sector in **Summer 2016** as a pilot project
- Fundraising; no expected project costs for the City (**Bike Newton responsible** for design, installation, and maintenance)
- Outcomes and public comment assessed by P & R in **Spring 2017** to determine the feasibility of second sector expansion of the Newton Traffic Park